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Steam Plow Ropes

HAWAIIAN COMMERCIAL AND SUGAR COMPANY.

San Francisco, Calif., March 27, 1901.

WILDER'S STEAMSHIP COMPANY.

Agents John A. Roebbing's Sons Co., Honolulu.

Gentlemen: Yours of March 25th re catalogue of ship chandlery goods has been received. We have used a number of the John A. Roebbing's steam plow cables, and have found them far superior to the English cables, and at the same time a great deal cheaper. In fact, we sent for some of these cables, and we put a new Roebbing and a new Fuller cable on the same set of steam plows, one on each engine, of course, and that was considerably over a year ago. The American cable is much better than the English cable in every way, and today is not nearly as badly worn. We are perfectly satisfied now that the American cables are the best.

We shall certainly bear in mind your stock of goods whenever we need anything in your line.

Very truly,
(Signed) W. J. LOWRIE, Manager.

"Arabic"

WHEN ON, LOOKS LIKE SNOW.



And has the same cooling effect, but is everlasting.

COOLS FIFTEEN DEGREES.

California Feed Co.

AGENTS

PANORAMA VIEWS

OF THE PALL, HARBOR, CITY, PUNCHBOWL, ETC.

Taken by.....

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NEWS OF THE WATERFRONT

Ship Kinross Makes a Good Record From Cardiff.

ONE HUNDRED AND TWELVE days out from Cardiff, Wales, the British ship Kinross, commanded by Captain E. J. Locke, came into port yesterday with 2,000 tons of the finest Welsh coal for the United States Hawaiian Naval Station. The handsome British ship, which has made a record voyage between the British Islands and Hawaii came into the harbor without any incidents or tales of the sea to relate. The ship will go alongside Naval dock No. 2 today and commence discharging tomorrow. McCabe, Hamilton & Rennie will handle the coal, which is the finest sought for by the United States Navy. Cardiff coal is the quality reserved for Uncle Sam's battleships, and it is said that "half the battle depends on whether Cardiff coal is aboard."

The Kinross has been bought by Alexander & Baldwin of Honolulu and San Francisco, and will hereafter trade in the Pacific. She is a magnificent iron vessel, twenty-five years old, but as strong and swift as any boats built at present. Her appearance as she came into the harbor yesterday elicited praises from sea captains. Her handsome cabin fittings, clean decks and shipshape appearance indicated she was commanded by an up-to-date master. Despite the fact she had coal aboard she looked as though fresh from a port with general merchandise. Although this passage of 112 days is a record one for many years from Cardiff to Honolulu, Captain Locke is grumbling because he crossed the equator in the Pacific Ocean in eighty-seven days from the time he left Cardiff, but considers he has made a long trip on account of the long voyage from the Equator to Honolulu. Had the ship been blessed with the usual weather she would have made the voyage in less than 100 days. In all the voyages of Captain Locke around Cape Horn he has escaped heavy weather, and had exceptionally fine weather this trip. The passage from England to the meridian of Cape Horn was only forty-two days. Captain Locke met with a serious accident while nearing the Cape. During a squall he was thrown through the door of the first mate's room and, falling prostrate, felt an acute pain on his right side. Three days later it was discovered that he had broken a rib, which caused him much trouble during the voyage.

Captain Locke achieved fame while master of the Annie Maude, a British ship with a cargo of jute from Calcutta to San Francisco. The vessel had a crew of Hindostanians aboard. Bubonic plague broke out, eight of the crew being stricken. Of these one died, and through the personal efforts of Captain Locke the others managed to recover. When the ship put into San Francisco and the circumstances of the terrible voyage were related, the San Francisco quarantine authorities gave Captain Locke great praise for his work in saving his crew from death, and the voyage was commented upon at length in the Mainland press. Captain Locke is a Canadian by birth and has been forty years at sea. He will continue as master of the Kinross under her new owners.

Peru Bung Into Storm.

The steamship Peru was in port yesterday from San Francisco and departed last night at 10 o'clock for the Orient. She is in command of Captain Pillsbury. She will be kept on the present run until the new steamers are put on between San Francisco and the Oriental ports of call, when the Peru will be put on the Manila-San Francisco run.

Rough weather was experienced by the Peru on the present trip, one of the quartermasters being thrown with such violence against the side of the wheelhouse that his kneecap was broken. The fury of the storm broke on the 25th of July. Quartermaster Jackson was at the wheel. He was suddenly thrown from his position at the wheel and received serious injuries. The accident was made known to the officer on the bridge at once and the man was relieved from further duty. For two days the vessel was buffeted about and the passengers obtained relief only on Saturday last, when the storm subsided. Quartermaster Jackson was put ashore here and sent to the hospital for treatment.

The Peru has for purser, T. J. Allen, who is en route to the Orient for the first time. He has been connected with the Pacific Mail for the past twelve years on the Panama run and likes the change.

Forty-eight Italians for plantation work were brought here, most of them hailing from New Orleans. There are twenty-six men in the party. This is the second lot of Italians for plantation work, the first coming several months ago with the first lot of Porto Ricans. They will be sent to Lihue, Kauai. They are to receive \$22 a month, house rent, fuel, exemption from personal taxes. They will be paid at the rate of 12 1/2 cents per hour for overtime.

Among the passengers was William Henry, jailor of the Oahu prison; Carpenter B. D. Pender, U.S.N., who relieves Carpenter May at the Hawaiian Naval Station; Mrs. Cecil Brown, who returned after an extended visit to the Mainland. Russell Harper and L. Maynard, the former well known here, to Manila to start a new daily paper. Harper will be remembered as one of the saved from the wreck of the Rio. Captain Ward, former master of the schooner Rosamond, is en route for Manila.

The Briny Budget.

"The Briny Budget" made its initial appearance yesterday afternoon. It is published by the teachers on board the United States army transport Thomas, and consists of four pages, two of

which are devoted to the personnel of the teachers aboard, as apportioned by States and Territories. The first column is devoted to the features of the voyage between San Francisco and Honolulu, compiled from the "ship's log" and from the notes of divers persons. Seasickness, general upheaval and an engagement are the features of the first day's experiences. The next day the quartermaster "ungallantly refuses to marry Mr. M. and Miss A." and advises them to wait until arrival at Honolulu. The next day the gramophone becomes unbearable, and is thrown overboard. Then comes Organization Day. The Masons and Eastern Stars, Odd Fellows, Knights of Pythias, college fraternities and the Young Men's Christian Association make out their rosters. The Briny Budget is born, alias the "Pacific Thomas Cat," a sequel to the "Pacific Traveler." There was an incipient rebellion against the order prohibiting men from appearing on upper deck in shirt sleeves. Then comes Vaccination Day, and the school ma'am's rebel. A teacher would don a new pair of shoes, and finds he left one in Michigan. In crossing the "Tropic of Cancer," several passengers are thrown from their berths. Wednesday, July 31—Sail ho! The United States of the Pacific! The land of the great hereafter! "After Honolulu," says Captain Couling, "hot, hot, hot." At a meeting held July 28, committees of three were appointed from each section of the ship, whose duty it was to find what talent existed on board. The result was the massing of an aggregation which resulted in considerable entertainment. "States societies and libitum" were organized. The following resolution of the male teachers seems important:

"Whereas, there have been several embarrassing incidents since sailing, due to the uniform attractiveness of both married and single ladies, and, Whereas, it would undoubtedly be conducive of pleasure and profit in soul's wealth to all unattached, were there some convenient means of identification adopted by which matrons may be distinguished, therefore be it resolved, by the undersigned victims and would-be victims, that all unmarried ladies be earnestly requested to avoid wearing a ring on the finger dedicated by custom to the marriage band; also, that they take serious chances if they continue to be attended by the children of their friends. Hopefully.

AARON C. TIMID, CORNELIUS Q. MASHER, JAMES BLUSHING.

N. B.—Engagements in the States need not prove a barrier.

Following is the editorial staff: Andrew V. Smith, Ark., editor-in-chief; R. W. Taylor, Mich., business manager; C. B. Palmer, N. Y., news editor; Mrs. J. J. Eaton, Mass., assistant; Miss Ella King Vogel, Pa., literary; C. A. Mize, Ga., statistics; O. S. Reimold, Mich., directory; L. G. McConachie, Ill., calendar; R. L. Kirk, Mo., sporting; E. E. Schneider, Ohio, funny editor.

Big Steamships.

There are several ways of calculating tonnage of vessels. Displacement (which is the weight of the vessel), gross tonnage (by measurement) or net tonnage (after deducting space taken by engines, bunkers and other necessary, but unproductive parts of the ship) may be given. Displacement varies, of course, as the ship is with or without cargo, and is usually applied to warships, in which there is but little variation from loading. Neither gross nor net tonnage measured by taking forty cubic feet to the ton, describes the dead weight that the vessel can carry. A sailing ship of 3,500 tons has gone out of San Francisco port with 5,000 tons of wheat in her hold, while one of the big ocean greyhounds may stow away barely a quarter of her gross tonnage in freight. Here is a table of measurements of big ships from the London Engineer. It does not agree with statements of tonnage of these ships given elsewhere, but its value consists in the fact that a common basis of measurement is taken for all the ships, and therefore the table gives a fair comparison of the size of the different vessels:

Vessel	Length, ft.	Breadth, ft.	Depth, ft.	Gross tonnage
Great Eastern	691.0	82.8	48.2	18,915
Britannic	468.0	45.2	33.7	5,004
City of Rome	600.0	52.3	37.0	8,144
Alaska	520.0	50.0	38.0	6,400
Etruria	520.0	57.3	38.2	7,718
Paris	560.0	53.2	39.2	10,500
Eutaw	582.0	57.8	39.2	9,984
Forest Enterprise	520.0	57.6	38.0	8,574
La Touraine	540.0	56.0	34.6	9,209
Campania	620.0	65.0	43.0	12,950
Kaiser Wilhelm	648.0	68.0	43.0	14,349
Oceanic	705.0	68.0	49.0	17,274
Deutschland	686.0	67.0	40.4	15,500
Celtic	700.0	75.0	49.0	20,880

Shipping Notes.

The bark Archer sailed from San Francisco for Honolulu July 24.

The steamer Oregonian sailed from Coronel, Chile, for San Francisco, July 17th.

The Inter-Island steamers Iwaland, Hanalei and Makee, sailed yesterday for Kauai ports.

The American ship Servia is taking on ballast at the Naval dock preparatory to sailing for the Coast.

The British ship Elwell, Davies, went to sea yesterday afternoon in tow of the Fearless, bound for the Sound.

Captain Merry, U. S. N., commandant of the Hawaiian Naval Station, has written the acting commandant that he will arrive in Honolulu on the Sierra. Captain Merry has been in Guam and Manila for several months.

STEAMERS TO ARRIVE.

Name	From	Date
City of Peking-Yokohama	Aug. 3	
Aorangi-Victoria	Aug. 3	
Coptic-S. F.	Aug. 9	
Gaelic-Yokohama	Aug. 13	
Mariposa-S. F.	Aug. 17	
America Maru-S. F.	Aug. 17	

STEAMERS TO DEPART.

Name	For	Date
Zealandia-S. F.	Aug. 2	
City of Peking-S. F.	Aug. 3	
Aorangi-Sydney	Aug. 3	
Coptic-Yokohama	Aug. 9	
Gaelic-S. F.	Aug. 13	
America Maru-Yokohama	Aug. 17	

If you are seeking rooms, homes, investments, etc., consult the classified advertisements on page 8 today.



VESSELS IN PORT.

ARMY AND NAVY.

U. S. cruiser Philadelphia, Meade, Pago Pago, August 1.
U. S. A. T. Thomas, Buford, San Francisco, July 31.
U. S. gunboat Petrel, Gheen, Yokohama, July 25.
U. S. tug Iroquois, Pond, Midway Island, August 5.

MERCHANTMEN.

(This list does not include coasters.)
Albert, Am. bk., Griffiths, San Francisco, July 30.
Arago, Am. Bkt., Perry, Newcastle, July 13.
Aloha, Am. schr., Fry, San Francisco, July 6.
Anna M. Campbell, Am. schr., Smith, Port Gamble, June 24.
City of Hankow, Br. sp., Williamson, Newcastle, July 18.
Charmer, Am. sp., Slater, Tacoma, July 24.
C. D. Bryant, Am. bk., Colley, San Francisco, July 3.
Defender, Am. schr., Masters, Hanalei, July 28.
Elwell, Am. sp., Ellis, Newcastle, July 4.
Emily Reed, Am. sp., Baker, Newcastle, July 4.
Expansion, Am. schr., Larsen, Newcastle, July 18.
Fort George, Am. sp., Morse, Newcastle, June 23.
F. W. Slade, Am. schr., Sorensen, Sydney, July 24, for Eleale (anchored outside).
Hecla, Am. sp., Newcastle, July 18.
J. B. Brown, Am. sp., Knight, Newcastle, July 31.
Irmgard, Am. bkt., Schmidt, San Francisco, July 10.
J. E. Thomas, Am. sp., Zube, Port Stephens for Acapulco, put in here in distress, June 13.
John Smith, Am. bkt., Anderson, Port Blakeley, July 18.
Kinross, Br. sp., Locke, from Cardiff, August 1.
Mauna Ala, Am. bk., Smith, San Francisco, July 30.
Nokomis, Am. schr., Hanson, Port Gamble, July 21.
Oceanic, Vance, Am. schr., Burke, Gray's Harbor, July 28.
Oregon, Am. bk., Parker, Newcastle, July 2.
Prosper, Am. schr., Johannsen, Newcastle, June 17.
Rufus E. Wood, Am. bk., McLeod, Newcastle, July 10.
Republic, Br. sp., Davies, Newcastle, July 6.
Rosamond, Am. schr., Johnson, San Francisco, July 14.
S. C. Allen, Am. bk., Johnson, San Francisco, July 13.
S. G. Wilder, Am. bkt., Jackson, San Francisco, July 23.
St. James, Am. bk., Tapley, Newcastle, July 10.
St. Nicholas, Am. sp., Brown, Sydney, July 24.
Servia, Am. sp., Nelson, Newcastle, June 30.
Sohome, Am. schr., Peterson, Iquique, July 10.
W. H. Marston, Am. schr., Curtis, San Francisco, July 8.
Zealandia, s.s., Dowdell, San Francisco, July 27.

THE CONQUEST OF KOREA.

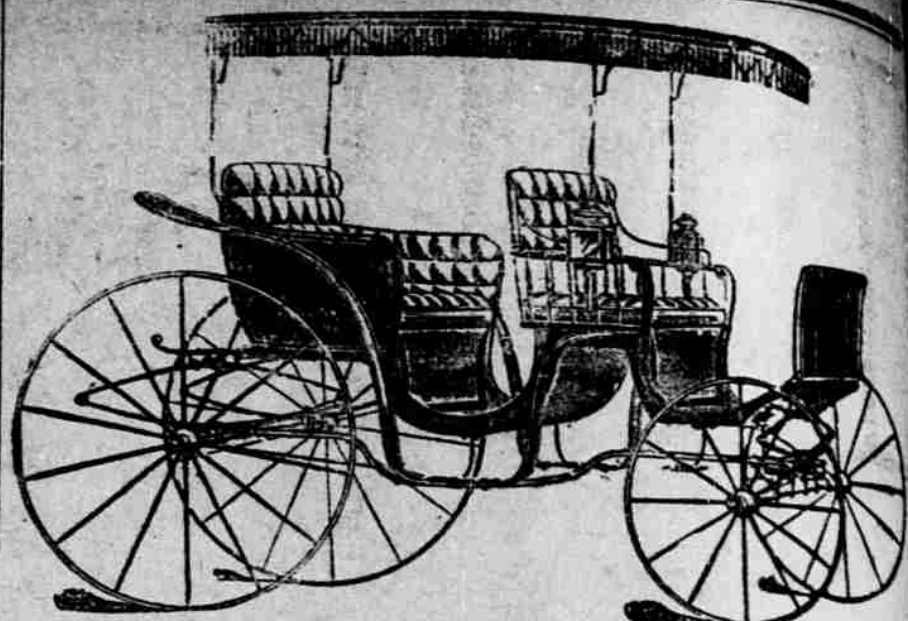
Seventeen centuries ago the Japanese Emperor Chual was playing his lute in the presence of his wife and Prime Minister. Whether on account of the music or from some other cause, the Empress became inspired with a divine afflatus and began to utter the thoughts put into her mind by the deity: "There is a land to the westward," she exclaimed, "and in that land is abundance of treasure, gold and silver, dazzling to look upon. This land I will now bestow upon you."

The Emperor pushed away his lute. "If you go to a high place and look toward the west," said he, "there is no land to be seen, but only the great waters. They are lying spirits who have spoken to you."

Then the god was filled with anger, and again he moved the Empress to prophesy. "You are not fit," she said, "to rule this empire. Go the one road." But the Prime Minister trembled when he heard these words, and said to his master: "I am troubled, my heavenly sovereign, by this terrible message. Continue, I pray, to play the august lute."

THE WIDOW WAS COMFORTED.

"There is no accounting for the construction which some people will put upon certain passages of Scripture," remarked a clergyman. "I remember the story of one clergyman who went to call on a woman whose husband had recently died. He had expected, quite naturally, to find her heart-broken with the burden of her sorrow, and was greatly surprised when she greeted him with a very happy smile and ushered him into the parlor. "Will, er, sister," he said at length, you have my warmest sympathy. "Thank you, doctor," replied the widow casually, "I did feel very badly—very badly indeed. But I came across a verse of Scripture which comforted me very much indeed. "And what was the verse, sister?" inquired the clergyman. "I don't remember just where to find it," replied the widow, "but it was made up of only four words—four helpful words—'Why need I care?'"—Brooklyn Citizen.



We desire to inform our patrons that for six months we have been ordering every description of Up-To-Date Carriages. To make room for these we have sold at a low price all old styles.

We have now to announce that our stock is ready for display and we invite anyone desiring a carriage to call. We have several styles never shown before in Honolulu. Our Vehicles and prices are the best.

We are always glad to show our stock and it will bear the closest inspection.

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